

The Coast Guard  
**RESERVIST**

March 1990

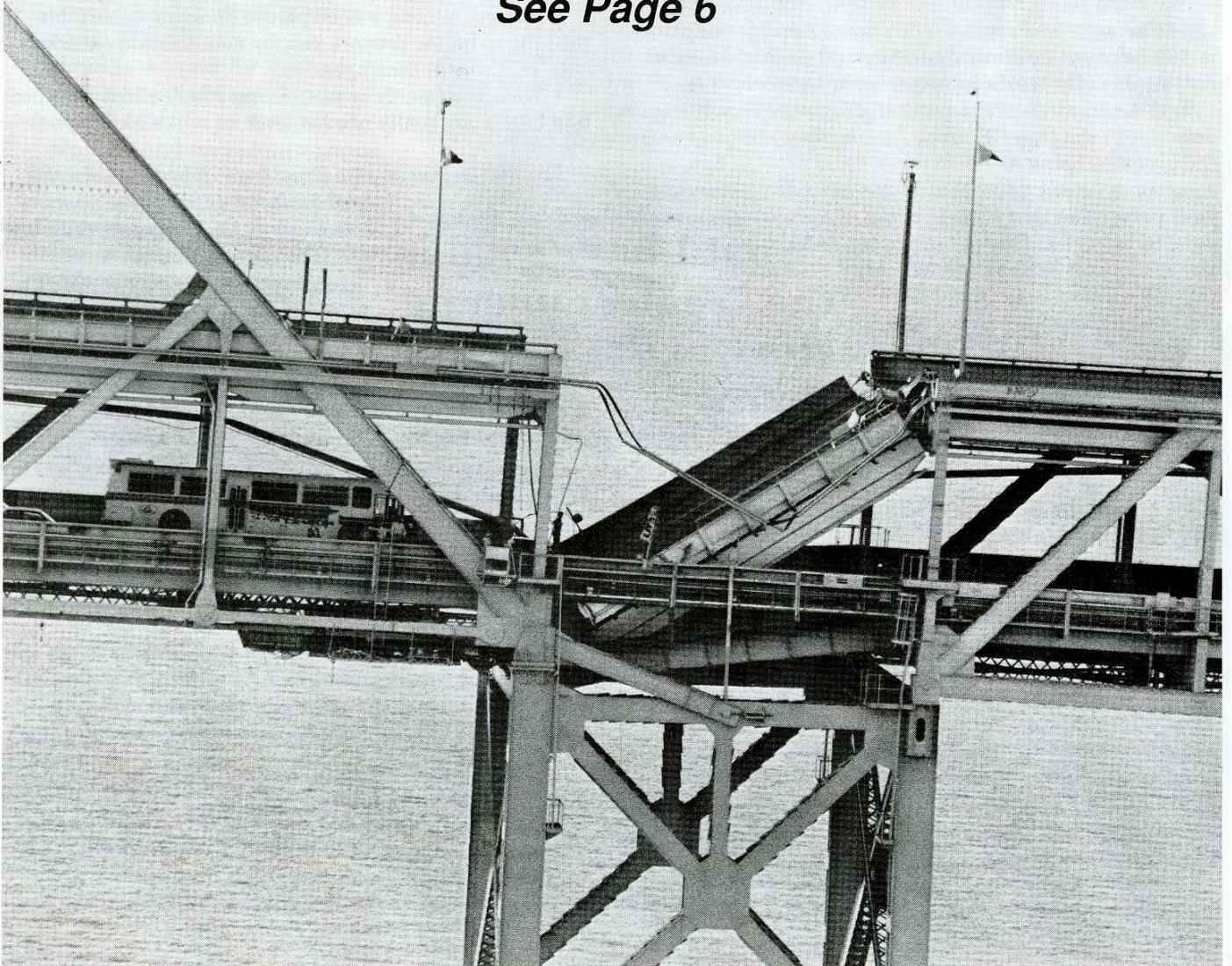
*Serving the Reserve Community*

Volume XXXVII, No. 1

# The Quake

*How we helped*

*See Page 6*





## A View from the Bridge

By RADM John N. Faigle

Chief, Office of Readiness & Reserve

We are also reviewing ways to convince more active duty members to join the Ready Reserve upon discharge. RE-LAD members are an immense potential resource of trained reservists, but only 6 percent choose to drill with our units. We have to do a better job of selling our program.

There are several other projects which I think you will find encouraging:

- Work is being done to greatly simplify Career Development Plans and make them more useful and less time-consuming to maintain.
- The various qualification requirements for force elements, now found scattered throughout several publications, will soon be published on a single summary sheet.
- Major revisions to correspondence courses for the "PS" and "FS" rates are near completion and will bring them in line with what is actually taught in formal schools and required on the job.
- Commitment of SADT resources is being considered to clear the massive backlog of reservist security clearances which many of you need to do your jobs.
- More emphasis will be placed on using exportable training to better prepare you for mobilization exercises and "real world" contingencies.
- We are seriously re-examining which afloat mobilization billets are really needed, and we will make appropriate changes.

Let me emphasize one thing here. These are not the wishful fantasies of paper pushers locked away in "the great white tower." They are initiatives currently being developed by people who understand the program and who are committed to positive change.

These are just some of the things being done to address the concerns you in the field have raised. More information will be forthcoming on

all of these and other initiatives, and I will ensure you are kept updated.

In the end, the success of the Coast Guard Reserve Program is not simply up to me, my staff or the district staffs. It requires a sincere effort by all of us to ensure that the dynamic initiatives currently underway result in positive change.

I have never been more excited or optimistic about the future — our future. And I look forward to working with each of you as part of a team whose invaluable role to the Coast Guard and the nation has never been greater.



## On the Cover

*A section of the San Francisco Bay Bridge collapsed following the October earthquake. The Coast Guard Reserve helped restore order. See related story on Page 6. Photo courtesy of PAC Area Public Affairs.*

**M**y goal in this first "View," as well as in subsequent actions in the coming months, is to begin a process that will significantly improve communications at all levels.

My perceptions of you are based on many years of working with reservists, including a tour as commanding officer of Reserve Training Center Yorktown, and as Chief of Staff, Maritime Defense Zone Atlantic. What I have seen is the greatest unsung story in the Coast Guard: a group of dedicated professionals who for 50 years have contributed immeasurably to our service.

While we face many challenges in the field, but I am strongly encouraged by what I see being done to address many of the concerns you have raised. Unfortunately, Dale Carnegie was correct in his belief that **"perception is 100 percent communication, and poor communication usually leads to negative misperceptions."**

Implementation of the positive programs I see being developed take time. But the field is often not aware of the progress being made on these initiatives; in fact, you sometimes do not know that they even exist. The result is your perception that little is being done to help you. One of my priorities is to foster better communications in all directions, and I have taken several steps to see that it happens.

Improving the content and increasing the frequency of *The Reservist* is just one step in this process. Redirecting the focus of the Reserve Staff (G-RS) toward enhancement of communications among the field is another. In coming months, you will see several initiatives aimed at improving the flow of information with a wide variety of audiences, including you.

Other programs are already in development. The Eighth District is currently evaluating the prototype for an information system which allows the unit, using computers, to process and mail electronically most reports and correspondence. The results are encouraging, as the units now spend significantly less time on routine, administrative matters, leaving them more time for training. In addition, the First District is currently evaluating lap top computers which allow paperwork to be completed and mailed from home, the office or the unit.

In conjunction with these two computer projects, we are looking to further reduce your administrative workload by streamlining reports.

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**"What I have seen is the greatest unsung story in the Coast Guard..."**

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**A profile**

**RADM John N. Faigle**

**Education**

- Bachelor of Science in Engineering, USCG Academy, 1960
- Master of Arts in International Affairs, George Washington University, 1973
- Distinguished Graduate of Naval War College, Newport, R.I., 1973
- Industrious College of the Armed Forces, National Defense University, Washington, D.C., 1981

**Duty Stations**

- U.S. Naval Reserve, 1954
- Command of Coast Guard cutters YEATON, 1967-69 and SAS-SAFRAS, 1973-75
- Command of CG LORAN Station Tarumpitao, Philippine Islands
- Served as aide to the Commandant, 1969-72
- Served as advisor for Political and Security Affairs, United States Mission to the United Nations and served on various Ambassadorial Staffs and as a member of United States Delegation to the Law of the Sea Conference, 1975-78
- Assistant Chief, International Affairs Division, CG Headquarters, Washington, D.C., 1978
- Commanding officer of USCG Reserve Training Center, Yorktown, Va., 1981-84
- Chief, Intelligence and Law Enforcement, Seventh Coast Guard District, Miami, 1984
- Chief of Staff, First Coast Guard District, 1986-88
- Chief of Staff, Atlantic Area and Maritime Defense Zone Atlantic, 1988-89
- Chief, Office of Readiness and Reserve, Washington, D.C., July 1989-present

**Awards**

- Six Meritorious Service Medals
- Two Coast Guard Commendation Medals
- Coast Guard Achievement Medal



**Editor's Turn... "Talk. I'm listening!"**

Welcome to the new *Coast Guard Reservist*. It's new in a lot of ways. It has more pages to provide more information — about policy changes and benefits, about what's going on in the field, about a whole host of other issues and ideas.

The format is new. Larger and easier to read type. More white space. Larger photos. More uniform organization of the material.

But the changes you see in this issue are just the beginning. They are mostly cosmetic and do not yet reflect the change in editorial direction for *The Reservist*. Coming issues will focus more on answering all those questions we in the field have been asking for so long. Questions which so many of us have felt could or would not be answered. Questions about the two Gilbert Studies and the SPARCS Study and what they could mean to the Reserve. Questions about the mobilization system and what is being done to make it more realistic and meaningful. Questions about the weight program and whether it's working and being enforced.

I keep saying "we" because I just came from the field myself. I am here on SADT, and my primary job is to make *The Reservist* a publication which becomes priority, "must reading" for each of you.

But I need your help. The questions above just touch the tip of the iceberg. Each of you has ideas about how to do things better. And each of you has questions you would like answered in a concise, easy to understand manner and without all the flowery verbiage and niceties often associated with national publications. So write to me. Or call me. I welcome letters and will publish them if they are appropriate and of interest to a large segment of the Reserve. Talk to me about your ideas for a story. Want to get recognition for something your unit is doing? Call me and we'll do it.

This is your magazine, and I look forward to working with you in the coming months.

— Ed Kruska

The Coast Guard  
**RESERVIST**

is published by the Commandant of the United States Coast Guard.

**ADM Paul A. Yost, Jr.**  
*Commandant, U.S. Coast Guard*

**RADM John N. Faigle**  
*Chief, Office of Readiness & Reserve*

**J. Donald Cotter**  
*Chief, Reserve Staff*

**PA2 Edward J. Kruska**  
*Editor, The Reservist*

This material is for information only and is not authority for official action. Inquiries should be addressed to: Commandant (G-RS-1), U.S. Coast Guard, 2100 Second St. S.W., Washington, D.C. 20593. (202) 267-1025. COMDTPUB P1001.29

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on . . .**

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## Required IDT training

By CWO Rick Harmon, G-RST-2

Maximizing mobilization training opportunities on IDT is a basic goal of the Coast Guard Reserve. Program management has an obligation to Reserve unit commanders to increase rather than impede their flexibility in using IDT to qualify their personnel for mobilization. It is a common perception among Reserve commands that Headquarters requires significant IDT training in general administrative and military matters not directly related to mobilization.

There are many topics that can and should be presented periodically at all-hands drills. However, examination of current directives shows that the required IDT training burden is not as onerous as generally believed. Below is the IDT training that we require.

- **Pre-mobilization training**  
— Every year
- **Mobilization duty station orientation**  
— Every two years
- **Civil Rights training**  
— Every three years

The above training topics are the only ones prescribed at specific intervals. In addition to these, the Training and Education Manual (COMDTINST M1500.10B), Section 2.C. describes General Military Training as that training conducted at the unit level on common subjects of importance to the military lifestyle and the physical safety and well being of personnel. Such training includes, but is not limited to: first aid, UCMJ, drug education, life saving, CPR and Code of Conduct. These are important topics

that may be presented from time to time. However, there is no requirement that each of these topics be covered each year.

The purpose of the Reserve force is to provide capable personnel in the event of mobilization. All of the training topics listed above support mobilization, albeit in varying degrees. It is the commanding officer's responsibility and prerogative to prioritize these topics with other IDT opportunities for the most effective training program at his unit.



the school has a total enrollment of about 325, including 40 students who are preparing themselves for entrance into the Coast Guard Academy. These Coast Guard students include both outstanding minority high school graduates who have previously applied for a cadet appointment and Coast Guard enlisted members — both active duty and Reserve — who have established a strong performance record and who are desirous of earning an appointment to the Academy.

An enlisted member can apply to



## CG Academy and NAPS deadlines

By CAPT E.R. Williams, G-Pdt

Coast Guard enlisted reservists should be aware that as members of the Reserve they may earn an appointment to the Coast Guard Academy, provided they meet certain eligibility requirements. The deadline for submission of Coast Guard Academy applications for fall entry is each Dec. 15.

The Naval Academy Preparatory School is a 10-month program, specifically designed to prepare the student to successfully cope with the Coast Guard Academy's rigorous academic and military training program.

Successful completion of the NAPS program, along with a positive recommendation from the director of the school, assures that a candidate will be looked upon favorably for an Academy appointment.

For the past decade, the Coast Guard has participated in NAPS located in Newport, R.I. Currently,

NAPS via two avenues. The best method is by direct application to the Coast Guard Academy. The candidate should indicate in the "Remarks" section of the application that he would also like to be considered for the NAPS program. Applications may be obtained from the Coast Guard Academy Director of Admissions by calling (203) 444-8501 or FTS 642-8501.

Enlisted personnel may also apply directly to the 1990-91 NAPS class by obtaining COMDTNOTE 1531-Subj 1990/COAST GUARD ACADEMY PREPARATORY PROGRAM. Enclosure 1 of this Commandant Notice is an application to NAPS, which must be filled out and submitted prior to Feb. 1, 1990. Copies of this notice can also be obtained from the Admissions Office.

NAPS applicants must meet nine criteria for eligibility (no waivers are granted):

- Have a minimum combined math and verbal score of 800 on the Scholastic Aptitude Test (SAT) or a minimum of 19 verbal/19 math on

*Please see Deadlines, Page 5*

## Deadlines

*Continued from Page 4*

the American College Testing Assessment (ACT). These minimums must be met prior to Feb. 1, 1990.

- Not have passed their 21st birthday by July 1, 1990.
- Be a U.S. citizen or in the process of acquiring citizenship by July 1, 1990.
- Be unmarried and have no legal obligation from a previous marriage.

• Be a high school graduate or have earned a GED Equivalency Certificate.

- Have no serious UCMJ or civil convictions.
- Be eligible for a confidential clearance.

• Meet medical requirements of COMDTINST M1000.6A, Sec. 1-E.

- Have, or agree to extend for, two years of active duty obligated service as of June 15, 1990.

The Commandant has recently set the long term goal of establishing an officer corps which, in ethnic make up, is reflective of the U.S. college graduate population. Substantial strides in the achievement of this challenging goal can be accomplished if Coast Guard minority enlistees are made fully aware of programs such as NAPS and are strongly encouraged to aggressively pursue enrollment as a program participant.



## Correspondence course changes

By LT Robert F. Shields, G-RST

New correspondence courses are being introduced, and they are radically different in format from the current editions. While we cannot guarantee that they will not contin-

ue to serve as a cure to insomnia, we can assure you they have had the chaff cut out of them. They are job related, and they have a tighter and easier to read format. The format is called structured writing, a style which is very efficient for conveying information. In addition, with the availability of graphic software for computers, the quality of diagrams and tables has been vastly improved.

The first course using this style, FS2, is back from the printers. The next two courses utilizing this

new courses will serve as the basis for the Service Wide Exams.

We will be publishing several combined rate courses although they will not be identified as such. Those members required to complete the FS3 and FS2 correspondence courses may enroll in the FS2 course only. Completion of the FS2 course will satisfy any requirement which includes completion of the FS3 and FS2 correspondence courses. The same will be true of the PS2 and IV2 courses when the new editions become available. In as much



# ...to Quarters

style, FS1 and PS2, are at the printers now. In order to facilitate the timely delivery of the FS2, FS1 and PS2 courses to the field so that they can be completed prior to the Aug. 1 deadline for the October 1990 Service Wide Exam, please send your correspondence course request (CGI 2100/2102) for FS2, FS1 and PS2 prior to March 1 to:

Commandant (G-RST-2)  
USCG Headquarters  
2100 Second St. S.W.  
Washington D.C. 20593

After March 1, resume mailing your course requests directly to the Institute.

If you have already completed the current editions of PS2 and FS1, you are not, of course, required to complete the new editions of PS2 and FS1. However, because of the recent changes in the ratings and corresponding changes to the correspondence courses, we urge you to enroll in the new courses. The information contained in the

as all petty officers in those ratings are graduates of 'A' schools and do not need to complete a third class rating course, or are RX's with at least the minimum entry level knowledge for enlistment as a PO3, the need for third class rating courses is reduced, but not eliminated. We are therefore keeping some third class information in the courses so that RX's can learn specific Coast Guard responsibilities and procedures.

We do not have a projection as to when courses other than the FS, IV and PS fields will begin to use the structured writing style. At this time, we do not anticipate the development of combined rate courses for ratings other than those previously mentioned. Your comments concerning the new correspondence courses are welcome and should be mailed to:

Commandant (G-RST-2)  
USCG Headquarters  
2100 Second St. S.W.  
Washington, D.C. 20593



# Earthquake!

By CDR Thomas M. Maddock  
MSO San Francisco Bay

When San Francisco was rocked by a severe earthquake in October, the Coast Guard Reserve, as it has so often this year, rose to the challenge. Within 24 hours the MSO San Francisco Bay had assessed the situation and implemented a plan to assist in the disaster recovery. MSO also identified a short fall in the manpower needed to provide assistance. The call went out to Reserve Group MSO San Francisco Bay and within an hour, reservists were on the way.

Over the next two days, 25 reservists reported for duty. LT Bill Hansen and RD1 Conrad Tracey reported to Vessel Traffic Center to assist in management of the huge increase of bay traffic due to the new ferry boat operations. LT Bill Tubbs and LT Tom Sloan reported, for



Photos courtesy of PAC Area Public Affairs

*An aerial view of Highway I-880 following the Oct. 17 earthquake.*

seven and 10 days respectively, to MSO San Francisco to augment the Command Duty Watch, enabling other active duty personnel to conduct field inspections and monitoring.

YN1 (PS) Mike Bee and FS1 R.L. Davis reported for seven days to MSO

ed for seven days to MSO San Francisco to assist in facilities inspection and damage assessment. BM3 Robert Fergusson, FNMK Steven McGrath and PS2 Neal Pederson reported with the Reserve Unit's trailerable 21-

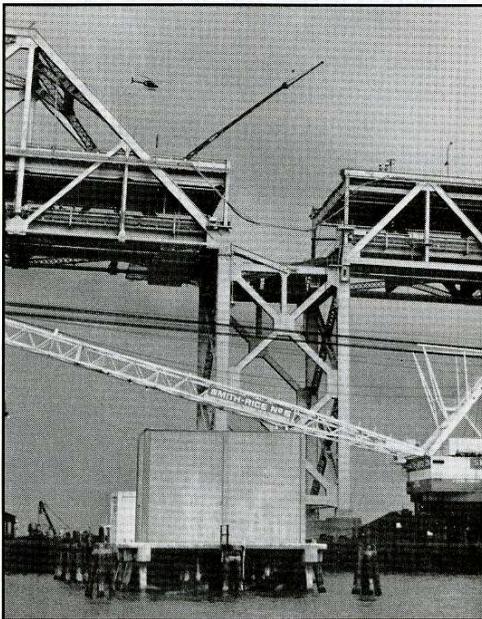
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**“The call went out to Reserve Group MSO San Francisco Bay and within an hour, reservists were on the way.”**

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foot boat for use in facility inspection, damage assessment, and water transport of Coast Guard personnel. SK3 Mike McGar reported for seven days to assist the MSO with shoreside transportation. On the weekend following the earthquake, many reservists drilling with MSO Reserve Unit and Stockton Reserve Unit reported to MSO San Francisco to further meet its needs for additional personnel.

At Group San Francisco, a site at which many Reserve Group personnel stand watch during PACEX 90, there was an immediate need for an assistant OPS Officer. LT Bob Weil reported for two weeks and did an outstanding job. 



*The Bay Bridge undergoes repairs.*

# Officers' Call



## Reserve officers needed for EAD

By LT John M. Bechtle, G-PO-1

The Coast Guard is looking for Reserve officers to come on extended active duty under the provisions of article 1-B-1c of the Personnel Manual, COMDTINST M1000.6A. Currently, there is a shortage of officers to fill authorized billets. Many programs are being expanded during FY90, and there is a pressing need to fill many of these billets.

Many of these newly commissioned officers will lack the depth of knowledge of the Coast Guard and its operation. The Coast Guard has a service need to fill some of the billets with experienced officers already knowledgeable in Coast Guard affairs. The Coast Guard is looking for 36-50 officers for periods ranging from one to three years in the grades of ensign, lieutenant junior grade or lieutenant.

Officers who apply and are selected would be assigned to positions where prior Coast Guard experience or knowledge would enhance performance in the assignment.

There are geographically and organizationally diverse assignments available. We have need of personnel with experience in marine safety, engineering, aviation, personnel, finance and general staff assignments. Those officers who meet the general criteria will be brought on

active duty prior to Sept. 30, 1990.

All officers called to active duty will be provided agreements for a specified period of service. If at the end of the agreement the officers are interested in remaining on active duty, they may then apply for continued active duty through the normal Reserve extension board process. The criteria by which each application generally will be judged are:

- Officer is serving in the grade of ensign, lieutenant junior grade or lieutenant.
- Officer has less than 11 years active duty time.
- Officer has satisfactory Officer Evaluation Reports.
- Officer has experience or training that would fill a service need.

Applications will be reviewed on a case by case basis and should be submitted via the officer's Reserve chain of command to Commandant (G-PO-1). If a Reserve officer is currently serving on TEMAC, the officer may submit the application via his active duty chain of command. Applications should have as a subject heading REQUEST FOR CALL TO EXTENDED ACTIVE DUTY. As a reference, COMDTINST M1000.6A article 1-B-1c should be cited. Paragraph 1 should be as follows:

"1. I consent to be called to extended active duty. I desire to serve for a period of (number) years. I am available for call to duty on or after (date)."

Paragraph 2 should include a brief description of your background, experience and training. It should also include a statement of desired location and/or duty preference.

Paragraph 3 should include any family or personal concerns which the assignment officers should be made aware. A point of contact concerning call to extended active duty is LCDR Robert Smith, G-PO-1, FTS 267-1252.

## General Powell acknowledges CG

By LTJG Samuel Short, G-RSP

On Oct. 1, General Colin L. Powell relieved ADM William J. Crowe, Jr., as chairman of the Joint Chiefs of Staff. General Powell is the first black and the youngest person to ever serve in this position. Until January 1989, General Powell served as Assistant to the President for National Security Affairs. During that time he and ADM Yost worked closely on readiness and other defense related issues.

In a recent letter, General Powell assured the Commandant that he completely understands that there are five Armed Services. In closing, he stated that one of the pleasures of his new job will be the renewed opportunity to work with the Coast Guard.

## ROA scholarships

One hundred college scholarships worth up to \$500 each will be awarded for the 1990-91 academic year by the Reserve Officer's Association. Seventy-five undergraduate scholarships will be awarded to the children or grandchildren of members of the ROA or ROA Ladies' clubs. The remaining 25 graduate fellowships will be awarded to members of ROA. For applications write: ROA Scholarships, 1 Constitution Ave., N.E., Washington, D.C. 20002 or call (202) 479-2200.

# Day of the Demo

## Village awestruck by CG maneuvers

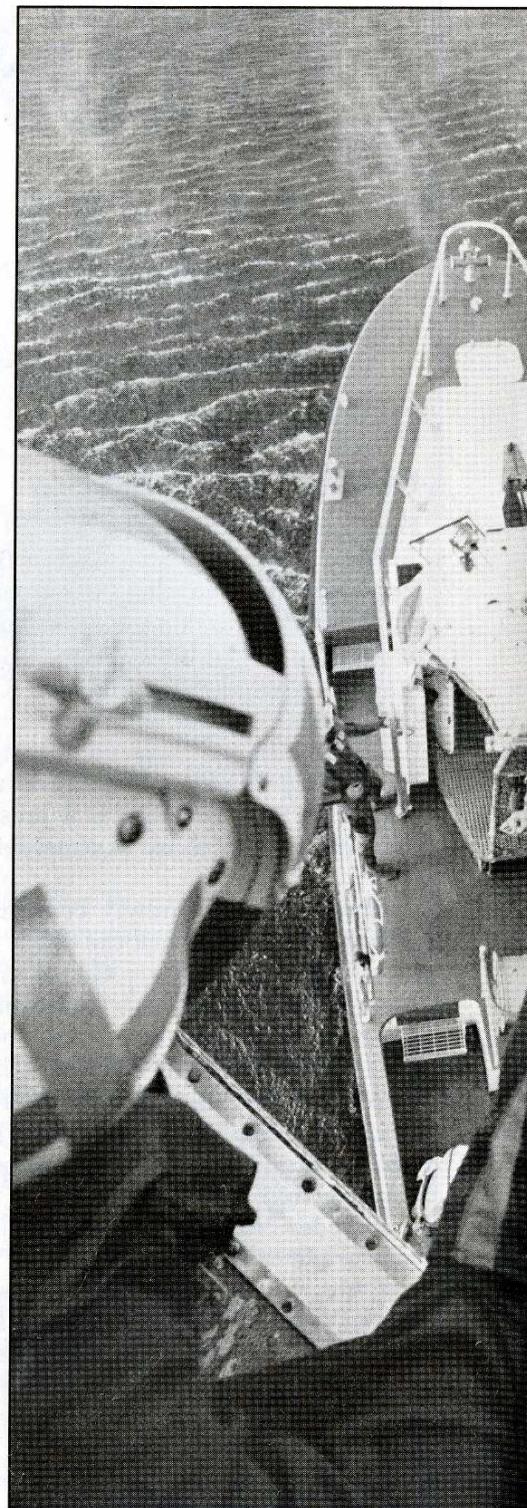
By Diane Shurte

PENTWATER, Mich. — On this Lake Michigan village waterfront over 4,000 spectators cheered and clapped and a hundred boats lined the small harbor for a demonstration of Coast Guard air/sea rescue operations. The demonstration was held in conjunction with the town's annual Homecoming held each August.

The crowd was awestruck as the Coast Guard went about their rescue maneuvers. Reservists from Traverse City, Grand Haven and Ludington, Mich. teamed up with active duty personnel assigned to CG Station Ludington and Air Station Traverse City to show off a few of their rescue skills. RU Station Ludington has several fully qualified officers-of-the-day and boat crews, enabling it to relieve their active duty counterparts at all positions on a regular weekend basis. At Station Ludington the "One Coast Guard" concept thrives to the benefit of all assigned, but more importantly to the benefit of the public it serves. 

*Diane Shurte is unit ombudsman  
at CG Station Ludington.*

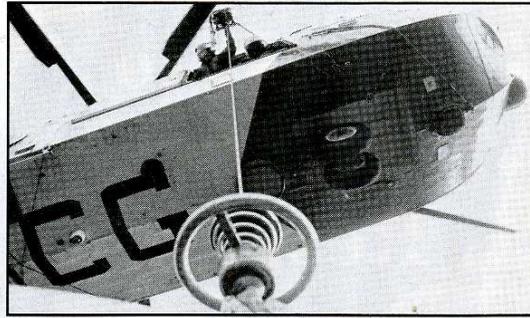
Photos by  
BM1 Todd Reed, USCGR



*The Motor Life Boat's crew receives the*



*the basket from the helo crew.*



*A basket is lowered from the Pelican.*



*A rescue swimmer is helped aboard the HH3F Pelican.*



*The Pentwater Homecoming crowd responds enthusiastically as the Coast Guard carries out its demo.*

## 1st District



### Reservists respond quickly to oil spill

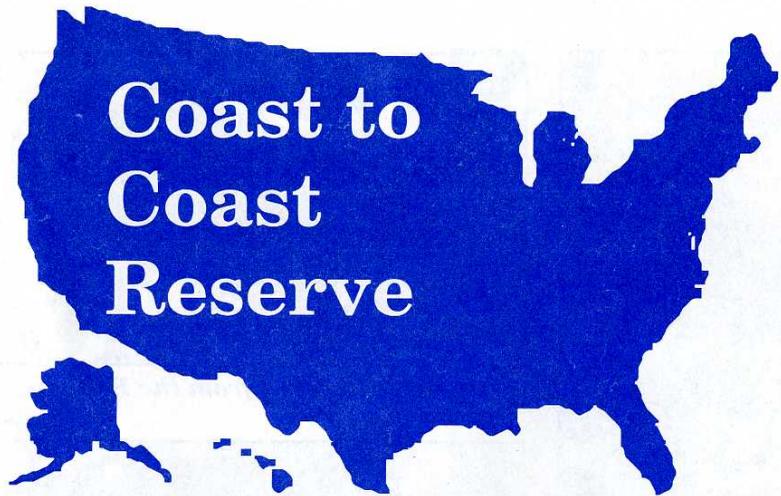
PROVIDENCE, R.I. — PSC Frank M. Sylvester has been attached to RU COTP Providence for 15 years, but he's probably never experienced anything like the night of June 23, when a tanker ran aground on Brenton Reef, spilling several hundred thousand gallons of home heating oil into Narragansett Bay.

Chief Sylvester had just completed his two weeks active duty at MSO Providence and had returned home around 5 p.m. when he saw the news flash on television describing the large oil spill. He drove back to MSO Providence and immediately went to work assisting its active duty personnel.

"What impressed me most," said the chief, "was the amount of faith they had in me and the responsibility they gave to me. There was no question of 'active or Reserve.' From the moment I arrived, we all worked as a team."

LT Gabrielson of MSO Providence handed Chief Sylvester a copy of the "Local Oil and Hazardous Substances Pollution Contingency Plan" and asked him to start making telephone calls. For the next 16 hours the chief called numerous agencies and contractors, asking for a barge to stand by in one location and an oil skimmer to be ready in another. Once the operation was federalized (about an hour after the spill), additional calls were made to get the necessary equipment to the scene as quickly as possible.

At midnight June 23, after a hasty ride to Quonset Point, government officials were given a brief



on the best case/worst case scenarios that could be expected. As the night proceeded, phone calls were received from various government agencies, including four calls from the White House.

Chief Sylvester set up a map board of the area, and using post-it notes, kept track of the various CG cutters, helos, barges and booms involved in the effort to contain the spill.

"We jumped right on this oil spill," said the chief, "and blinded it right away. The booms contained much of the oil as it slid up the bay on an incoming tide, and on Saturday reservists helped monitor the booms and attempted to keep the oil from the marshes. We weren't going to wait for a moment before we got on top of this spill."

"The chief's help, as well as the help provided by each of the other reservists — who relieved watches, kept track of the booms, and freed up other personnel to get to the spill — was all excellent," said LT Gabrielson. "I'd have them work for me anytime."

Submitted by   
PA3 P. Capelotti, RU COTP Providence

### Hail to the Chief's success at Valdez

BURLINGTON, Vt. — RU Burlington's ETC Richard Warren recently journeyed to Valdez, Alas-

ka, under orders from CG Research & Development, Groton, Conn., to conduct an experiment that will have far reaching effects on communications for vessels and stations operating in that part of the world.

The Polar regions have always presented problems in navigation and communication. The magnetic compass is useless in those latitudes, and radio wave interference from solar flares can be particularly bothersome.

Enter Comsat, a 21st century technological development that is able to monitor the exact geographical positions of vessels at sea, as well as effect secure two-way communications between them and a central command unit.

The key to the system is an electronically sophisticated relay satellite parked in stationary orbit over Valdez, Alaska. . . ? Wrong. It is parked over the earth's equator. This creates a problem. Since radio waves (like light waves) travel in a straight line, Valdez, at its latitude of 61 degrees seven minutes North, is at the outer periphery of Comsat's line of sight.

If a communications system using Geostar 2-C could be made operational in the 17th, it would result in a big cost savings in control of automated light stations and navigation for all ships.

*Please see Warren, Page 11*

## Warren

*Continued from Page 10*

After a briefing and equipment familiarization at the R & D Center in Groton, Conn., Chief Warren flew to Alaska where he began to tackle the considerable problems associated with the project. A favorable site to locate the antennae was the first requirement. Surrounding mountains, trees and man-made obstacles were determining factors in making the selection.

Chief Warren made his own telephone and electrical hookups, constructed antennae masts and devised several different orientations of the C-band antenna requiring much modification, improvisation and fabrication. But his efforts paid off. On the morning of July 19 after consultation with a Geostar engineer, and making yet another modification (a 30-degree tilt of the antenna toward a bearing of 117.8 true), a two-way link up to Geostar was readily achieved.

A "Well Done" is in order for Chief Warren, and from all of us at Reserve Unit & Station Burlington. Submitted by QM1 T.R. Cote,  RU Burlington

## 7th District



### Reservists play large part in Hugo recovery

CHARLESTON, S.C. — On Sept. 21, the picturesque and historic city of Charleston, S.C. was ravaged by a deadly Category IV Hurricane. Hugo's 135 knot winds and a high tide storm surge resulted in a total loss of electrical power, contaminated water and widespread damage throughout the Charleston area.

Coast Guard Base Charleston, located on the Ashley River at the historic "Battery," suffered over two million dollars in facility damage. The Base location, which includes Group Charleston, MSO Charleston, pier and vessel support facilities, and a large industrial building was flooded by three to five feet of water.

Command and control was re-established at Base Charleston at 10:30 a.m., Sept. 22. At this time, Coast Guard forces were faced with hundreds of small boats wrecked or missing along major rivers, bays and the inter-coastal waterway, an ATON system in complete disarray, and barrier islands in total isolation due to a bridge outage.

Personnel from throughout Reserve Group Charleston were alerted prior to the storm's arrival to prepare to report to their unit

vital role in setting up and maintaining temporary communications support until the Base Communications Center was restored to normal operations. In fact, the temporary communications center was manned totally by reservists during the Friday to Sunday period following the hurricane.

PS2 T.B. McMurray, CGRU Charleston's range instructor, supervised several reservists who stripped the flooded armory and cleaned and inventoried all gear and weapons. PS2 McMurray's initiative and quick action enabled the outfitting of several out-of-town boat crews ordered to Charleston for an expanded patrol posture.

SS2 M.S. Shapiro, also of CGRU Charleston, flew to Charleston from Atlanta, immediately reporting to its galley where he tirelessly worked to provide around-the-clock

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**"The recovery to normal operations after such a catastrophic event would not have been possible in such a relatively short period without these dedicated reservists."**

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drill site dependent on Hugo's ultimate landfall and their personal circumstances. Initial support to Base Charleston was provided by 35 CGRU Charleston personnel who began arriving the afternoon of Sept. 22 despite personal losses and hardships. These reservists were immediately placed in a consolidated organization with active personnel and performed a variety of duties, including small boat operations, administrative support and general base clean-up repair.

During this initial period, several reservists were involved in activities that were particularly noteworthy. RMC H.T. Pellish from CGRU MSO Miami, who was vacationing in Charleston, reported aboard the day following the hurricane and immediately set up emergency communications with two UHF local radios. Under RMC Pellish's leadership, six reservists performed a

hot meal service to 265 personnel by Friday night, Sept. 22. Reserve officers also provided the only Coast Guard staffing at the Emergency Operations Center set up by the Charleston County Emergency Preparedness Division.

Said LT E.Q. Kahler, Deputy Group Commander — Charleston: "The dramatically increased tempo of operations caused by Hurricane Hugo required the voluntary response of over 90 reservists to augment every aspect of our Coast Guard mission. These men and women were prepared to meet the challenge thrown at them and aggressively pursued every new assignment. The recovery to normal operations after such a catastrophic event would not have been possible in such a relatively short period without these dedicated reservists."

Submitted by CDR R.M. Bell,  RU Charleston

## Reserve pilots make history at Clearwater

CLEARWATER, Fla. — Forms checked. Fuel checked. Compasses checked. Crew briefed. Hydraulics checked. The loadmaster called "Number 3 engine clear!"

The C-130's 4,200 HP turboprop engines roared to life and soon the Clearwater C-130, workhorse of the Coast Guard air fleet, was airborne on another training flight. This flight would not normally be an unusual event for the Coast Guard — but on this warm August morning, both pilots at the controls were Reserve aviators.

LT Steve Ruta, Aircraft Commander, is a captain for Pan Am Express Airlines in his civilian occupation. His co-pilot, LCDR Yo Benhanania, is a first officer for Delta Air Lines. A week after this first Reserve-crewed flight, LT Ruta and LCDR Steve Fabian, a flight engineer for Delta Air Lines, made history again by standing C-130 ready crew duty together and launching on a nine-hour drug enforcement patrol.

The pilots of CGRU Air Station Clearwater are part of an increasingly active unit of nine officers and 31 enlisted personnel who train with Air Station Clearwater and assist in its expanding mission in the Southeast United States and Caribbean. The Reserve unit is under the command of CDR Greg Chapman, a captain for Continental Airlines.

"I'm extremely proud of my people for their efforts in making these events possible. The support of Air Station Clearwater and its Commanding Officer, CAPT Dan Shorey,

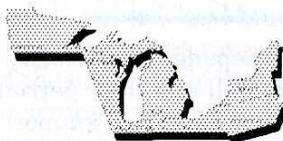
has been outstanding and makes mobilization training highly beneficial to both reservist and regular. I look forward to seeing Coast Guard Reserve Aviation personnel providing greater assistance to the aviation program and its support of all Coast Guard missions," CDR Chapman said. *Submitted by LT Steve Ruta, RU AirSta Clearwater.*



Photo by CDR Greg Chapman

**LT Ruta and LCDR Fabian prepare for drug patrol.**

## 9th District



### Wisconsin to offer Reserve plates

MADISON, Wis. — Wisconsin recently authorized the issuance of special license plates for members of the Coast Guard Reserve and other military reservists. CWO4 Angelo Pellitteri, USCGR, was one of five Wisconsin reserve officers who received sample plates at a State Capitol ceremony. In the blank space to the left of the identifying numbers or letters is a white circle with five blue stars and the words "Armed Forces." The words "Coast Guard Reserve" (or other branch of service designation) appear on the upper edge of the

plate, while the word "Wisconsin" is imprinted on the bottom edge. Pellitteri was instrumental in getting the special plates authorized for Wisconsin reservists.



*Editor's note: We realize Wisconsin is in both the 9th and 2nd CG Districts. However, a larger portion of it is in the 9th, so this item was placed under that heading.*

## 11th District



### EMTs put skills to use aboard USNS Kawishiwi

SAN FRANCISCO, Calif. — Four Fire and Safety Technicians from CGRU MSO San Francisco used their civilian EMT skills while performing two weeks ADT. The reservists (from several different civilian fire departments) were conducting fire and safety drills aboard the *USNS Kawishiwi*, approximately 70 miles west of San Diego, when SN David Carpenter sustained a compound fracture of the left tibia/fibula.

Reserve personnel stabilized Carpenter for approximately one hour and administered first aid while awaiting the arrival of a Medivac helo. They then assisted in the transport of the injured seaman on a U.S. Navy Helo Medivac which flew Carpenter to a shoreside medical facility.

The following personnel participated in this incident: FSC Brian J. Lawrence, FSC William D. Robertson, FS1 Gary J. Pirking, and FS1 Ted Wilming. *Submitted by FSC B.J. Lawrence, RU MSO San Francisco*



**Earthquake! See Page 6**

## Temporary delays of ADT pay

The ongoing shift to the Departmental Accounting Financial Information System/Large Unit Financial System (DAFIS/LUFS) and recent elimination of ACOs at the district level are resulting in delays of ADT pay for some reservists. Delays of up to 28 days after reporting for ADT have been reported. Similar delays are also resulting for active duty members seeking reimbursement for TAD expenses.

We are aware of the serious financial hardship this can mean for our members. Our goal is to reestablish a reasonable ADT pay cycle standard...one which will provide payment to the member's bank account by the Monday following completion of ADT (or two to three days later if a check via mail is required). As an interim step to offer more immediate relief, we are seeking return to the old method (local authority held by ACO's) for ADT payments. The long term solution will be to incorporate ADT pay into PMIS/JUMPS with electronic data links between pay processing centers.

While we are working to obtain a fix prior to the commencement of the summer training season, there are several precautions you may take now to minimize the possible financial burden:

- *Expect worst case* . . . plan your finances well ahead of your ADT period to cover your short-term obligations. If your ADT paycheck arrives earlier than two weeks after completing your duty, so much the better...but at least you were prepared for the worst.

- *Consider use of your credit cards* . . . as necessary to meet expenses during and immediately after ADT to maintain cash to meet non-deferrable expenses.

- *Sign up for direct deposit* . . . your ADT pay (like your drill pay) will be electronically sped to your bank two to four days faster than the mail can get the check to you. And you won't have to make a trip to the bank to deposit your pay. This service is available **today!**



## Direct Deposit

### A Letter from the DOT Secretary

By Samuel K. Skinner

For the past three years, we have been actively promoting the use of an electronic payment method for salary payments, commonly referred to as the Direct Deposit Electronic Funds Transfer (DD/EFT). By enrolling onto DD/EFT, each payday an employee's net pay is electronically transmitted to a designated checking or savings account at their financial institution. This saves you time by not having to deposit a check, earns you more interest by having use of the funds sooner, is more secure than a Treasury check and significantly reduces the Federal Government's cost to issue payments.

I am very pleased to say that during our three-year promotion period over 37,000 of you have elected to convert to DD/EFT and are now enjoying its benefits. To date, the Department has nearly 85,000 civilians and military (active duty and reserve) personnel enrolled onto DD/EFT. For those of you who still receive your salary payment by Treasury check, I strongly encourage you to consider converting to DD/EFT because of the many benefits it provides to you and the reduced costs realized by the Federal Government.

American workers who receive salary payments by check versus DD/EFT lose the opportunity to earn an estimated \$500 million in additional interest income per year. This lost interest is attributed to the fact that salary checks are deposited typically 1.5 to two days after a payday.

Second, check payments are more likely to get lost or stolen. The Treasury Department estimates that approximately 700,000 Treasury checks will be lost or stolen every year. DD/EFT eliminates the worry of a lost or stolen check - not one of the one billion DD/EFT payments has ever been lost!

Third, DD/EFT payments are less costly for financial institutions to process. As a result, a number of financial institutions offer loan discounts to their customers whose salary payments are received by DD/EFT.

Finally, Treasury checks are considerably more costly than DD/EFT payments for the Federal Government to issue. For each of you that converts to DD/EFT the Treasury will save approximately \$30 per year. At a time when we must make each dollar go further, savings realized by DD/EFT are very important.

I urge you to convert to DD/EFT and begin accruing the benefits as soon as possible. Contact either your financial institution or personnel office who can provide you with the enrollment form (SF 1199A) required to convert to DD/EFT. Thank you for your support of this very important cash management program.

## Pay raise Jan. 1, '90

A pay raise of 3.6 percent took place Jan. 1, 1990.

This raise was "across the board," and applied to basic pay, quarters, subsistence allowances and drill pay for reservists.

**Editor's Direct Deposit note:** In the event of mobilization, or performance of EAD, pay will continue to be deposited in your local bank or credit union until an orderly transfer is completed. Use of your funds continues without interruption or delays associated with filling out forms, cutting a check, tracking you down, then getting the check to you.

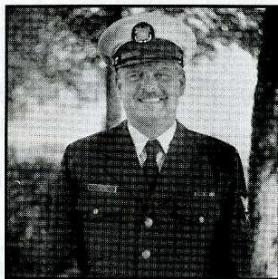


# Tip o' the Hat

## Kaufman NERA's '89 outstanding reservist

**YN2 Thomas R. Kaufman**, USCGR, was named recipient of the Naval Enlisted Reserve Association's "Outstanding Enlisted Coast Guard

Reservist" for 1989. YN2 Kaufman is a member of USCG Reserve Unit, Air Station Savannah, Ga.



**YN2 Kaufman**

YN2 Kaufman was presented with his award at the NERA National Convention, Oct. 25 in Wagoner, Okla.

## AMVETS elects Wallingford

**SK2 Irene M. Wallingford**, USCGR, of Waldorf, Md., assigned to U.S. Coast Guard Headquarters Office of Engineering and Development, Washington, D.C., was unanimously elected Maryland State Commander for the American Veterans of WWII, Korea and Vietnam, otherwise known as AMVETS.

Her goals are to increase AMVETS membership and offer Substance Abuse Programs which will be provided to various elementary schools around the state by the veterans themselves.

AMVETS assists veterans and their dependents and provides community services.

## DOT recognizes outstanding people

**CAPT Edward R. Williams**, **Sandy Raven** and **Carolyn F. Tuggle** were award recipients at the Twenty-Second Annual DOT Awards Ceremony Oct. 19 in Washington D.C. All three work for the Coast Guard Reserve and were presented the awards by Secretary of Transportation **Samuel Skinner**.

CAPT Williams, USCGR was selected for the Secretary's Award for Achievement in EEO for his sustained service in advancing EEO goals. CAPT Williams' active involvement and noteworthy accomplishments in the Civil Rights/Affirmative Action arena beginning in 1969, reflect the sincere commitment of a true leader.

Ms. Raven, RTC Yorktown ADT Quota Assignment Coordinator, was awarded the Outstanding Disabled Employee. Through her efforts, RTC Yorktown achieved over 90 percent quota utilization in FY89.

Ms. Tuggle, Military Personnel Clerk, Second CG District (r), won the Secretary's Award for Excellence. She achieved an "Outstanding" rating in each job element for eight consecutive years.

The annual DOT awards recognize outstanding civilian and military personnel who have made significant contributions. *Submitted by LT Robert A. Sandoval, G-RST*

## Retirements . . .

**RADM Bennet S. Sparks** after 47 years service. . . **CAPT John A. Grippi**, VTU Alameda CG Island after 26 years service. . . **CWO4 Pat S. Langley** of RU Atlanta after 36 years of service.

## Achievement medals

Achievement medals have been awarded to **CDR Michael J. Rauhworth**, USCGR for superior performance of duty while serving as CG Group Boston's Waterway Analysis and Management System coordinator for the period from April 1987 to October 1988. The recognition was given via the active duty command rather than the Reserve chain of command, a relatively rare occurrence. . . **PS1 Mark J. Miranda** and **PS2 Thomas E. Dye** for "superior performance of duty while assigned to CGRU Astoria, Ore. from January 1984 to December 1987. Both were instrumental in developing a law enforcement training course entitled *Law Enforcement Techniques for Boarding Officers*.

## Exemplary performance

**YN2 Isay M. Gulley** of CGRU Air Station Clearwater, Fla. was recognized for exemplary performance at her unit at the Third Annual Bay Area Coast Guardsman of the Year Awards.

## Kulp recipient of DEE award

**CAPT Ned K. Kulp** was presented the Defense Education Eagle award of the ROA at its 63rd National Convention held this past summer in Houston, Texas.

This recognition was given as a result of his contributions toward public education in the fields of global affairs and U.S. national security. CAPT Kulp has participated in more than 22 different educational national security seminars. He is a retired Coast Guard officer.

## 1980

- **Cuban (Mariel) Boat Lift** — President Jimmy Carter extended an involuntary call-up of reservists to augment operations during the Cuban refugee crisis. Reservists responded nationwide. Altogether, 1,800 reservists provided 21,000 man days of assistance between June 3 and Sept. 30. Of that total, about 75 percent was supplied by reservists called to duty involuntarily. Secretary of Transportation Neil Goldschmidt announced that the Humanitarian Service Medal would be awarded to those Coast Guard regulars and reservists who directly participated in Cuban refugee operation.

## 1981

- **40th anniversary of the Coast Guard Reserve.**

## 1982

- **Air Florida Flight 90** — Plunged into the icy waters of the Potomac River in Washington, D.C. Jan. 13. The crew of CGRU Station Washington's 30-foot UTB 30384 responded with volunteers breaking ice, acting as a transfer vehicle, locating debris and recovering one body.
- **RADM James C. Irwin** — Became Chief, Office of Reserve in July.

## 1983

- **LT Edith Munro** — Passed away on Nov. 17 at the age of 88. A retired member of the Reserve who served in the CG SPARS in WWII, Mrs. Munro was mother of Signalman First Class Douglas

Munro, the Coast Guard's only winner of the Medal of Honor.

- **ROCI Classes Convene** — The first three classes of Reserve Officer Candidate Indoctrination were held at Yorktown RTC during the summer.

## 1984

- **Olympics at Los Angeles** — CG involvement consisted of nearly 750 personnel, with operations extended over a six-week period. Regulars, reservists and auxil-

iarists contributed. Over 13,000 underway boat hours were provided and many more in support.

- **Readiness and Reserve** — Merged to form the new Office of Readiness and Reserve. **RADM Joseph A. McDonough, Jr.** became Chief of the new Office of Readiness and Reserve in July.

## 1985

- **Inaugural Events** — Seventy-nine Coast Guard Reserve volunteers participated in inaugural planning and events despite sub-zero temperatures which forced the parade's cancellation.
- **RADM Joseph A. McDonough Jr.** — Chief, Office of Readiness and Reserve, passed away.
- **RADM Alan D. Breed** — Became Chief, Office of Readiness and Reserve, June 1.

## 1986

- **Challenger Explosion** — Reservists were heavily involved with recovery ops and security.

- **Liberty Fourth of July** — Commemorating the rededication of the Statue of Liberty was held in New York City's harbor. Over 400 Coast Guard reservists supported waterside and shoreside operations.

- **RADM Daniel J. Murphy** — Became Senior Reserve Officer, Pacific Area, in March.

- **The Coast Guard Reservist** — Adopted a newsletter format after having been magazine style.

## 1987

- **District Realignment** — Reduced the number from 12 to 10. The 3rd District was divided between the 1st and 5th while the 12th became part of 11th District.
- **RADM Paul A. Welling** — Became Chief, Office of Readiness & Reserve in July.

## 1988

- **REBI moves to Cape May** — Reserve Enlisted Basic Indoctrination moved from CG TRACEN Petaluma to Cape May in October.

## 1989

- **RADM John N. Faigle** — Became Chief, Office of Readiness and Reserve in July.
- **RADM Fred S. Golove** — Became Senior Reserve Officer, Atlantic Area, in July.
- **Valdez Oil Spill, Hurricane Hugo, San Francisco Earthquake** — CG Reserve was there!

**Back to the Past: Part II** — Is coming to a mailbox near you soon but we need your help! These events in Part I are from back issues of *The Reservist*. What 1980s CG Reserve events stand out in your mind? Send your "memory" to: Commandant (G-RS-1), U.S. Coast Guard, 2100 Second St. S.W., Washington, D.C. 20593.

# Back to the Past: Part I



# Bicentennial Briefs

## Resolution signed by President Bush

"Resolved by the Senate and House of Representatives of the United States of America in Congress assembled, that the Congress of the United States hereby gives recognition to the two centuries of service by the United States Coast Guard and authorizes and requests the President to issue a proclamation calling upon the people of the nation to share in the pride and satisfaction enjoyed by the dedicated and committed members of the United States Coast Guard during the commemoration of this bicentennial."

— *The above has been adopted by the Congress and signed by President Bush.*

## Calendars for 1990

Coast Guard calendars for 1990 are now available for approximately \$5. For information, write to: Horizon Images, P.O. Box 887, Upper Montclair, NJ 07043.

## Bicentennial Ball open to all reservists

The Coast Guard Bicentennial Ball has been rescheduled for Aug. 18, 1990. This gala black tie event will be held in the Washington Hilton Hotel ballroom. Approximately 2500 active duty, reserve, retired and auxiliary personnel, as well as civilian employees and friends of the Coast Guard, are expected. Advance ticket sale schedule will be announced soon.

## Bicentennial books

The USCG Chief Petty Officers Association is pleased to announce the publication of a bicentennial pictorial history of the Coast Guard. Entitled *Down to the Sea in Ships*, the 160-pages commemorate the first two centuries of the Coast Guard paying tribute to thousands of men and women who have served admirably and heroically. Write: CPOA, 5520-G Hempstead Way, Springfield, VA 22151.

## October Proceedings dedicated to USCG

The October 1989 issue of *U.S. Naval Institute Proceedings* magazine is a Special Issue dedicated to the U.S. Coast Guard as it celebrates its 200th anniversary. The special issue contains over 150 pages on the State of the Coast Guard, Maritime Law Enforcement, Maritime Safety, Maritime Defense, The Unique Service and an Almanac on Organization, Reserve, Auxiliary and major events in Coast Guard History.

## CGCVA reunion scheduled for July '90

The Coast Guard Combat Veterans Association will hold a reunion concurrently with the Baltimore, Md. Coast Guard Bicentennial celebration, July 18-23, 1990. Contact: CWO4 Baker Herbert, USCG (Ret.), 6858 Lafayette Road, Medina, OH 44256. (216) 725-6527.

U.S. Department of Transportation

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